Kintrek KBP-1

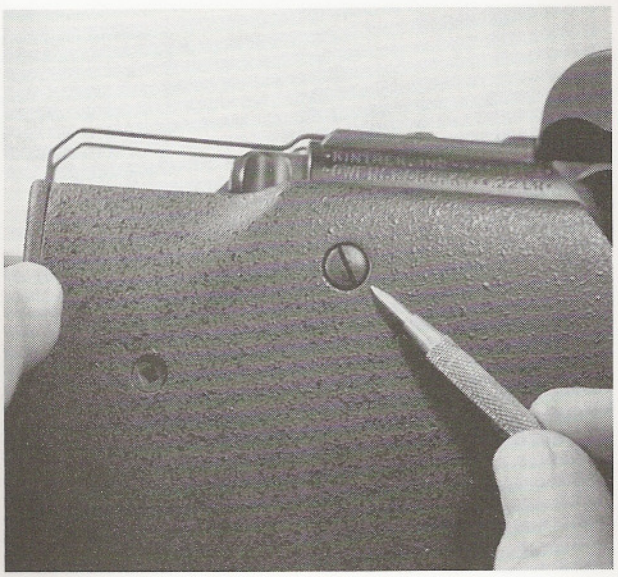
Data:	Kintrek KBP-1
Origin:	United States
Manufacturer:	Kintrek, Incorporated Owensboro, Kentucky
Cartridge:	22 Long Rifle
Magazine capacity:	17 rounds
Overall length:	31 1/2 inches
Barrel length:	25 inches
Weight:	5 1/2 pounds

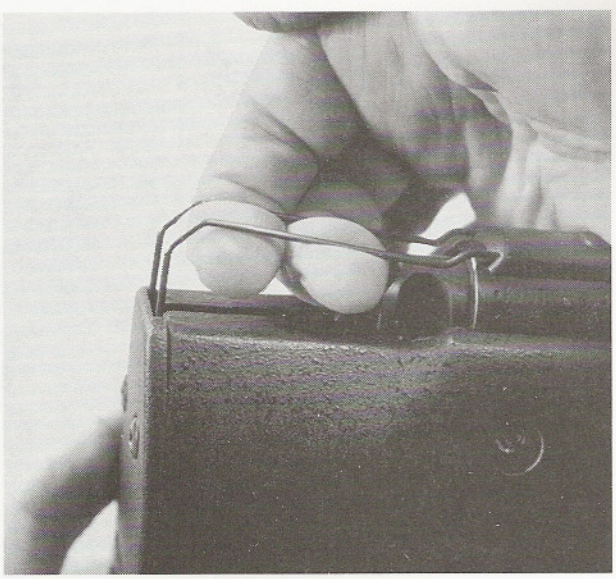
This excellent carbine was designed around 1985 by Rick Krouse, and I examined the prototype in 1987. Production began in 1991, and lasted for only about a year. Apparently, there were not enough shooters who liked the "bull-pup" design to keep it going. This is a pity, because it is a beautifully engineered gun.

Disassembly:

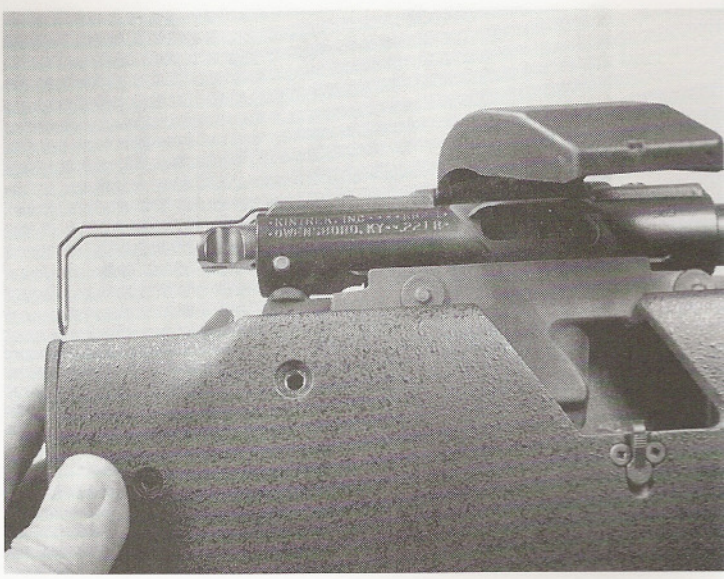
1. Remove the magazine and cycle the action to cock the internal hammer. Set the safety in on-safe position. Open the ejection port cover and remove the screw on the right side, just above the front of the trigger guard.

2. Remove the screw at the rear, between the port cover and the buttplate.



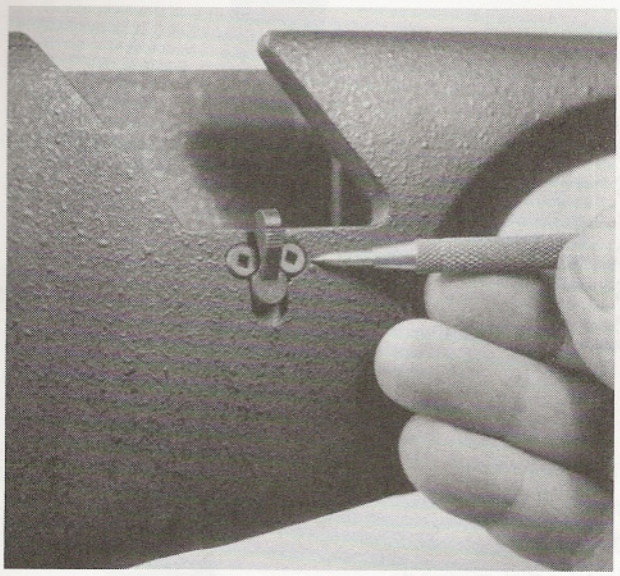


3. Pull the cocking piece guard upward slightly at the rear, just enough to snap it out of engagement with its detent.

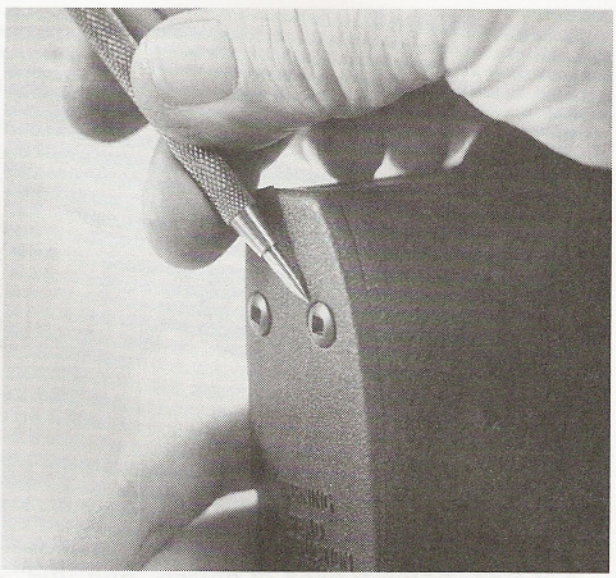


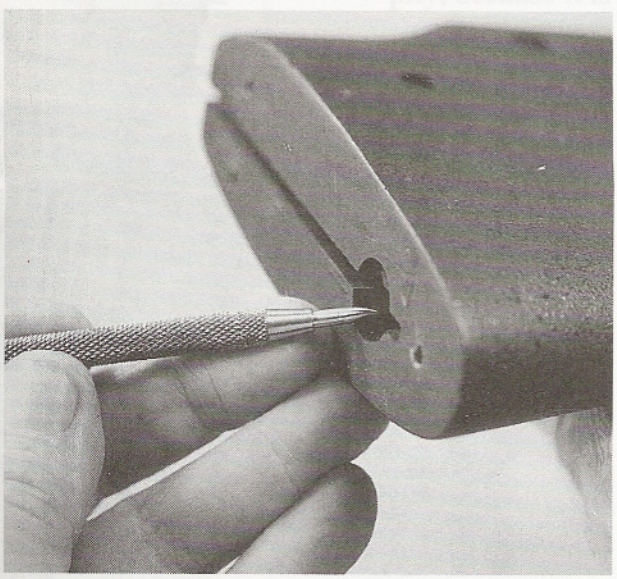
4. Lift the action straight up out of the stock.

5. The ejection port cover latch and its coil spring are retained by two screws that require a square bit. In normal takedown, leave this system in place.

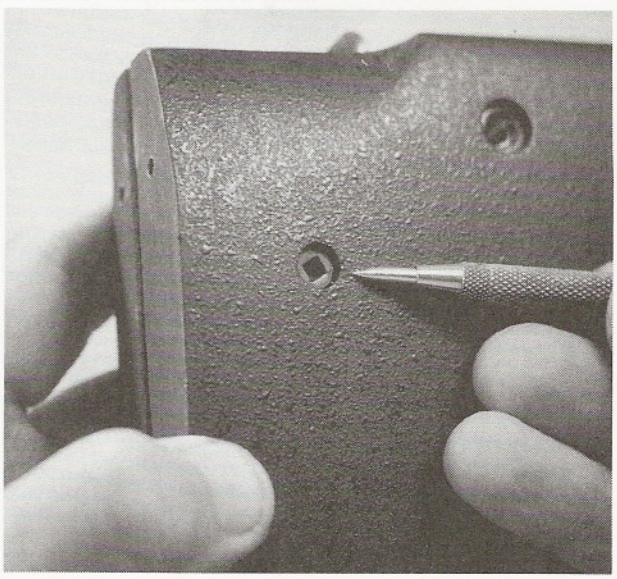


6. Three square-bit screws retain the buttplate.



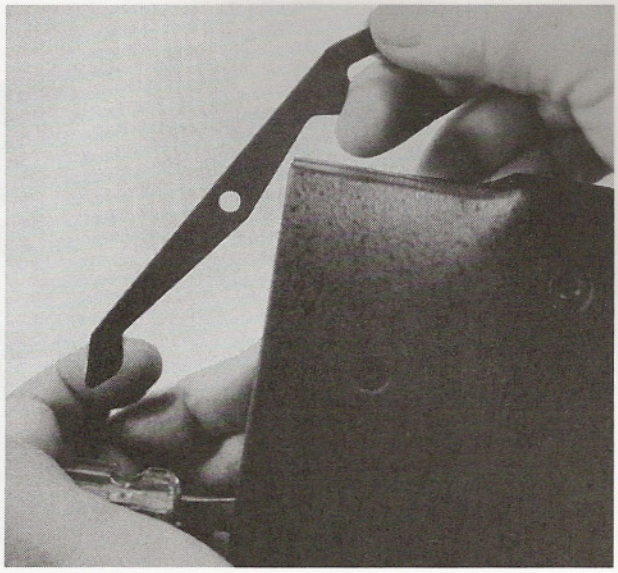


7. Removal of the buttplate will give access to the recoil spring lever, the recoil spring and its plunger. If this system is to be taken out, it will be necessary to depress and restrain the recoil spring plunger with a tool, at the point shown.

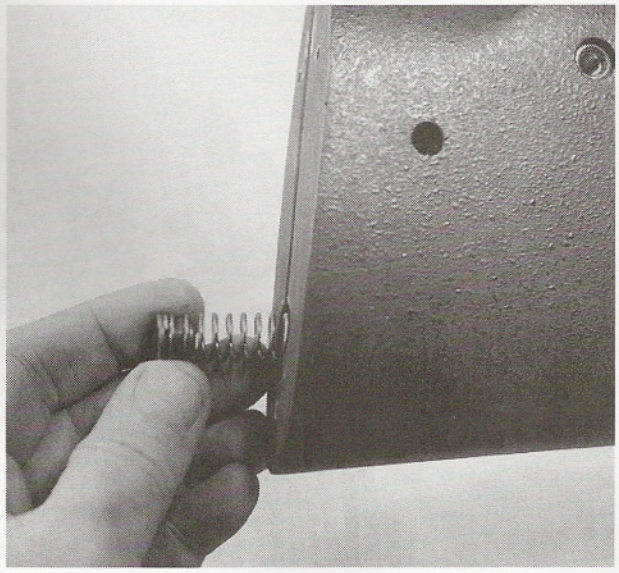


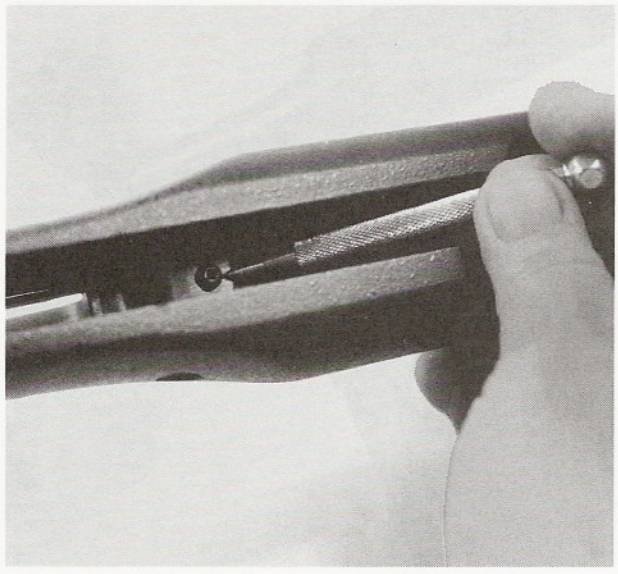
8. With the plunger slightly depressed, remove the square-bit screw that pivots and retains the recoil spring lever. **Caution:** *Control the spring.*

9. Maintain pressure on the plunger and remove the recoil spring lever.

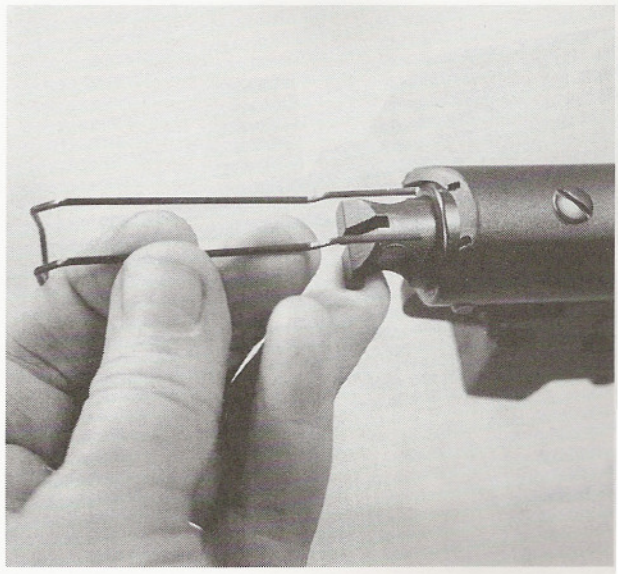


10. Ease the spring tension slowly and remove the plunger and spring toward the rear.





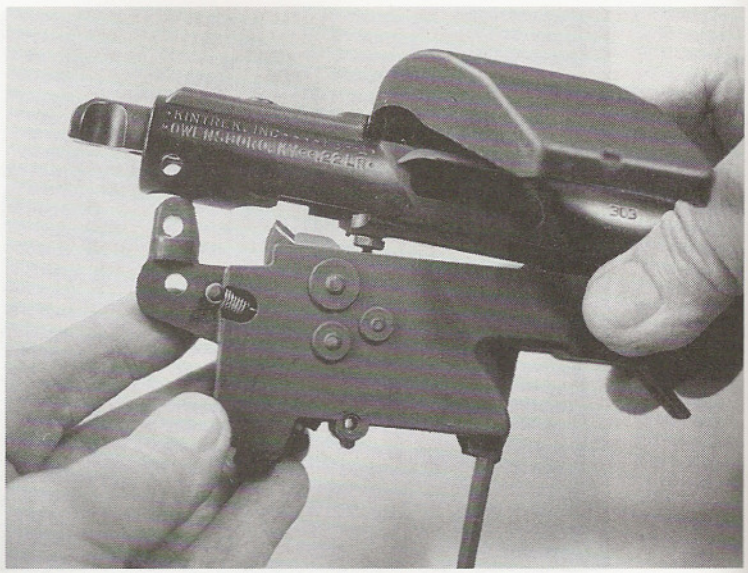
11. The trigger guard is retained on the inside of the stock by two Phillips-type screws. When these are taken out, the guard is removed upward.

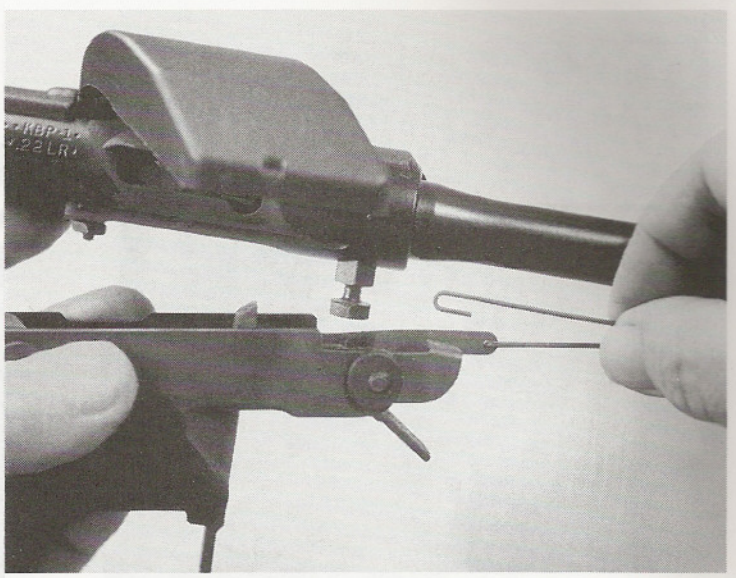


12. Pull the cocking piece guard straight out toward the rear.

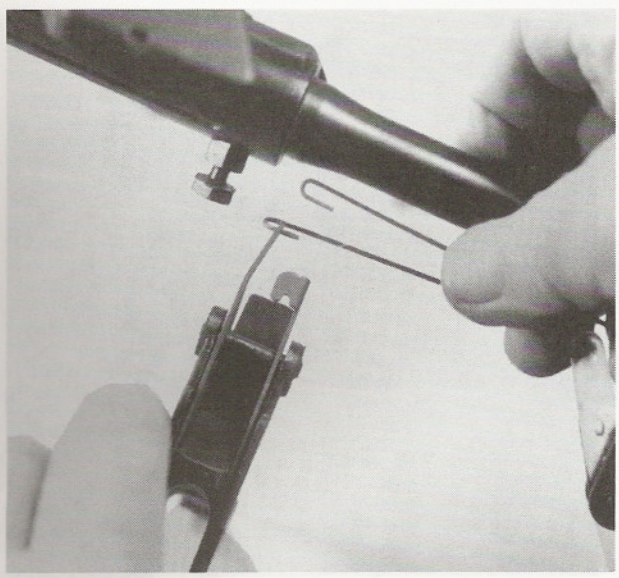
13. Push out the bolt stop pin toward either side.

14. Pull the firing system housing downward at the rear, as shown.



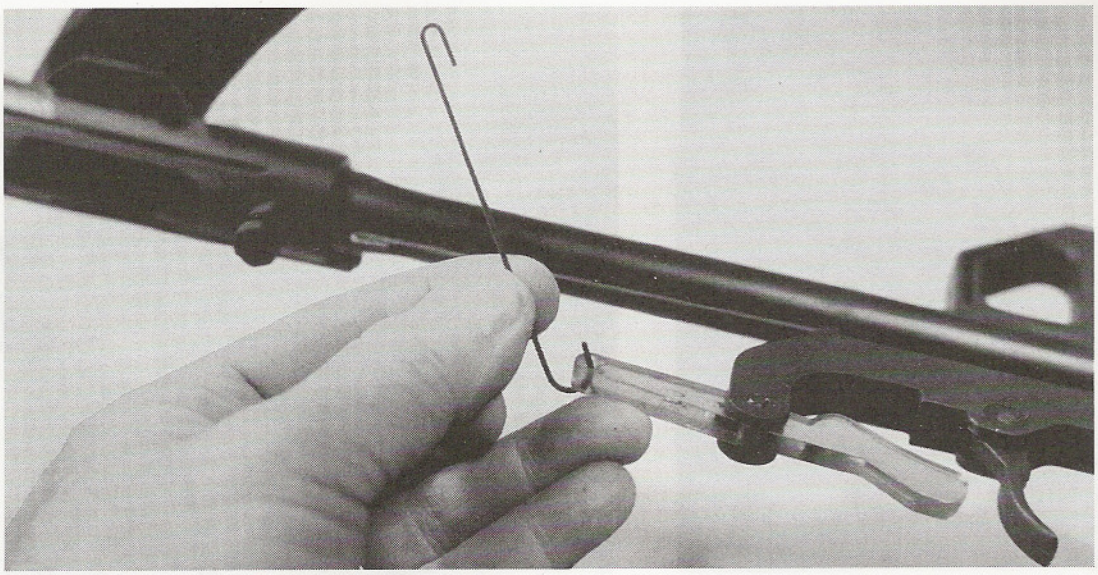


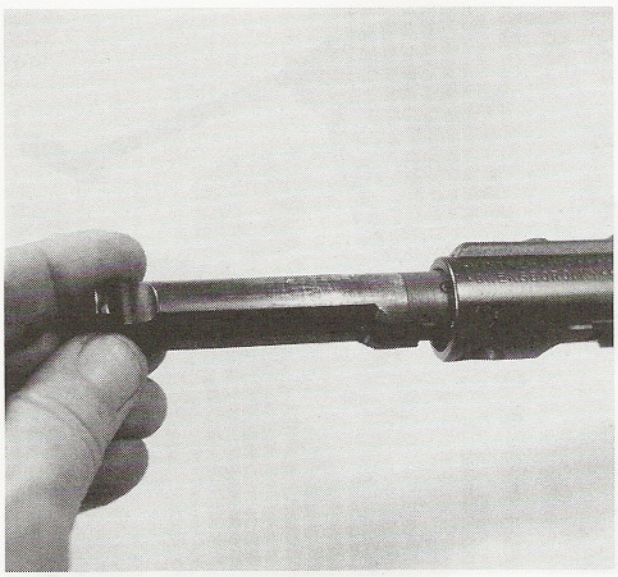
15. Move the system slightly forward and unhook the trigger rod from the trigger bar/disconnector.



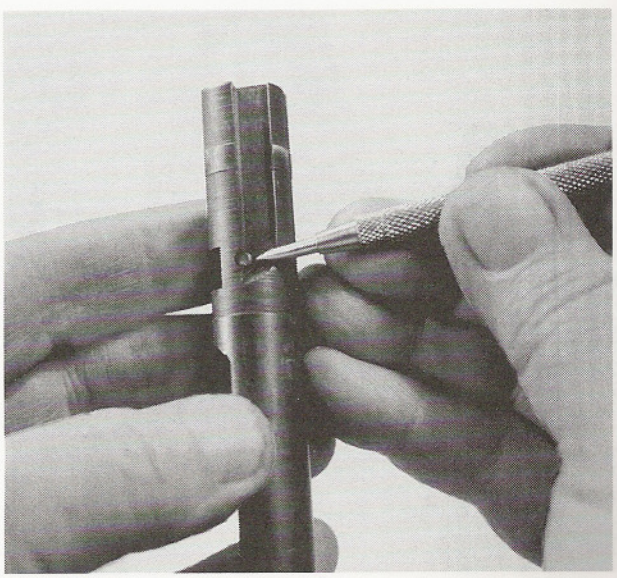
16. Turn the housing and unhook the grip safety rod.

17. Unhook the large end of the grip safety rod from the top of the grip safety. If necessary, the cross pin can be pushed out to free the grip safety for removal.



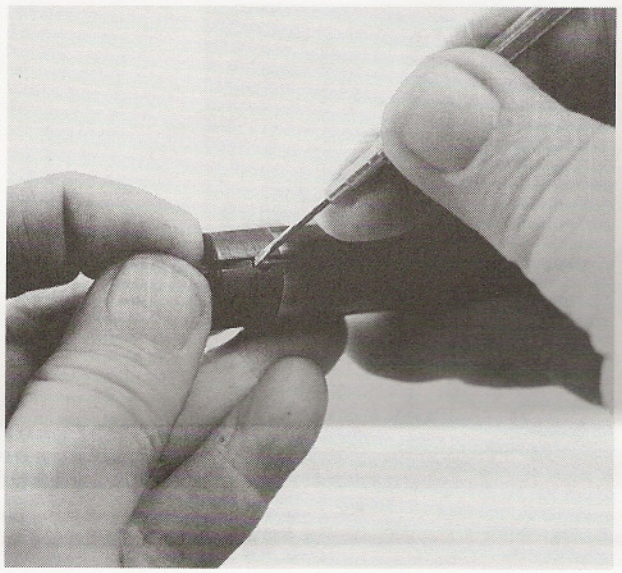


18. Remove the bolt toward the rear.

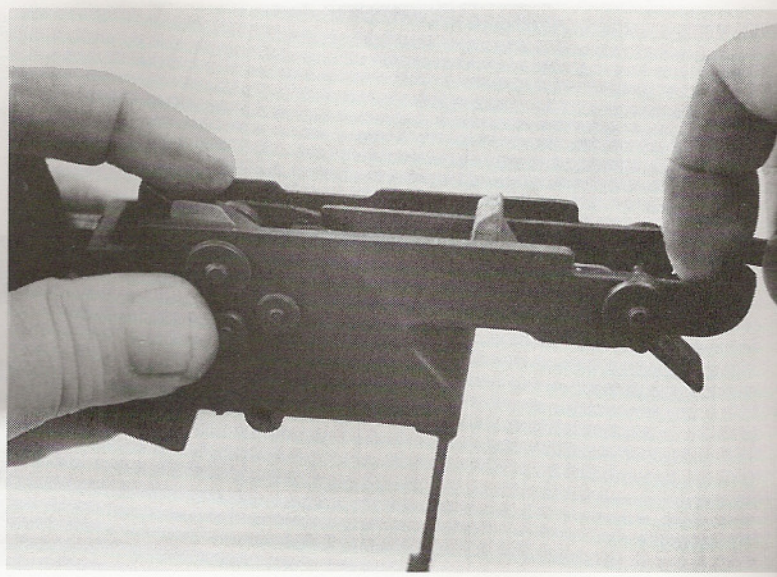


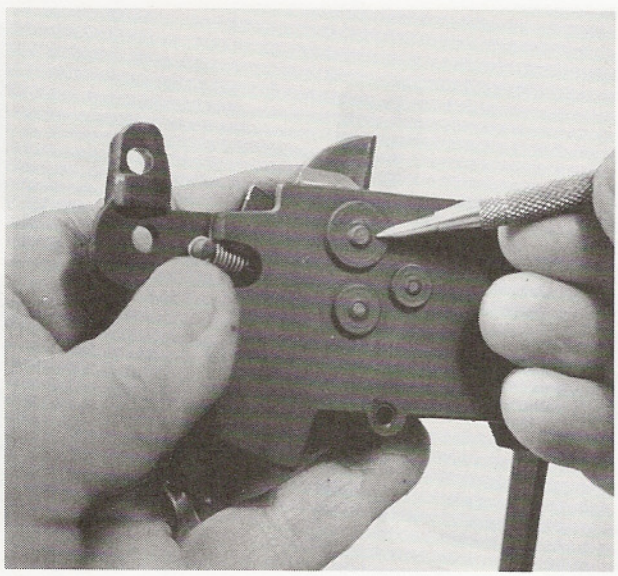
19. The firing pin and its return spring are retained by a cross pin in the bolt. Restrain the firing pin and drift out the cross pin toward the right. Remove the firing pin and spring toward the rear.

20. To remove the extractor, insert a small tool between the extractor and its plunger and push the plunger toward the rear. Lift out the extractor, and ease the plunger and spring out toward the front. **Caution:** *Control the plunger and spring.*

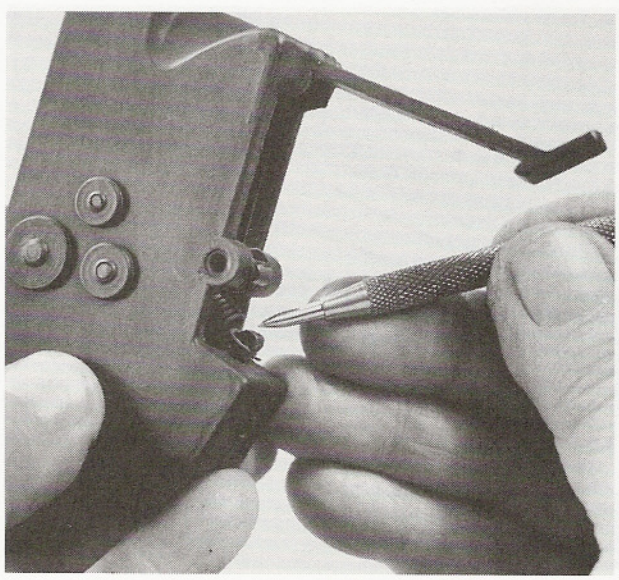


21. The firing system has steel cross pins in a polymer housing, and disassembly should be done only for repair purposes. Without removing the parts, we will show the sequence here. First, pull forward on the grip safety bar, restrain the hammer and pull forward on the trigger bar/disconnector. Ease the hammer down to fired position.



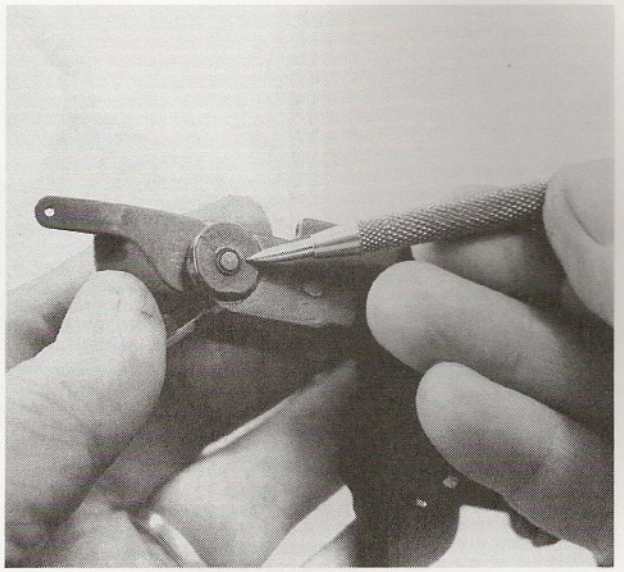


22. With the hammer at rest, pushing out this cross pin will allow removal of the hammer upward. By tipping the hammer further forward, the hammer strut and captive spring can be taken out, without removal of the hammer.

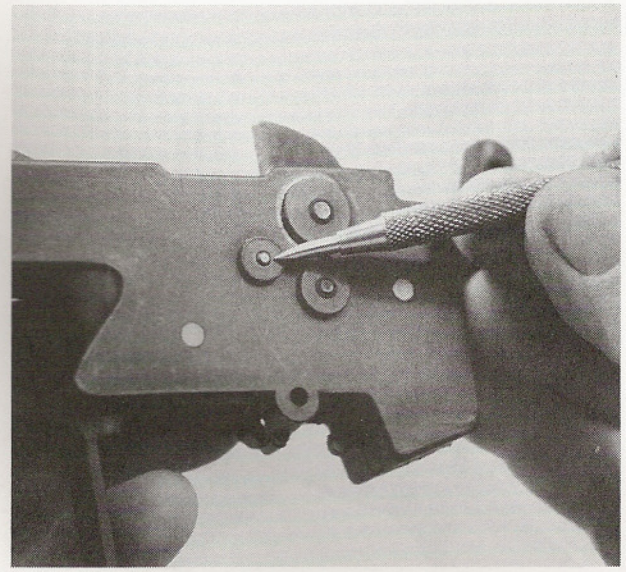


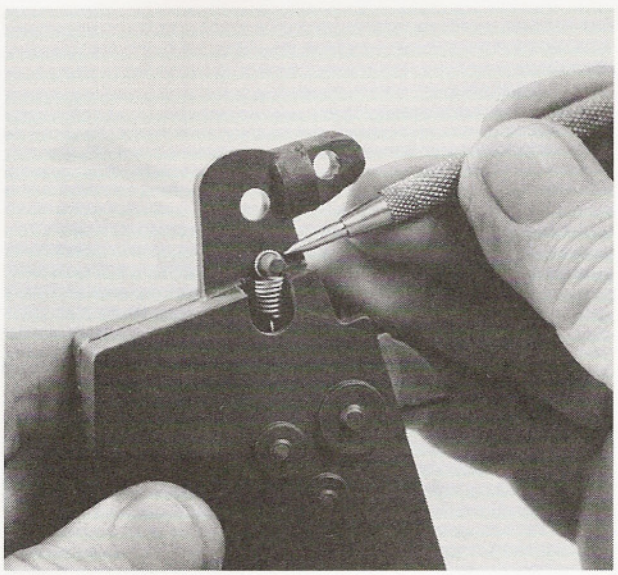
23. Unhook the grip safety spring from its post at the bottom of the housing.

24. Drifting out the cross pin at the front of the housing will free the forward portions of the trigger bar and grip safety bar. Each is still retained at the rear.

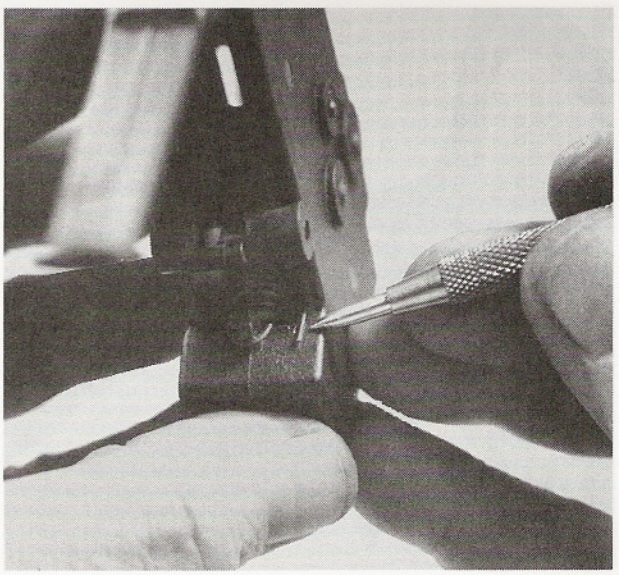


25. The cross pin that retains the grip safety bar at the rear must be drifted out toward the right. A spacer washer will be freed inside the unit as the pin is removed. The grip safety bar can then be moved forward and is taken out upward, along with its attached expansion-type spring.



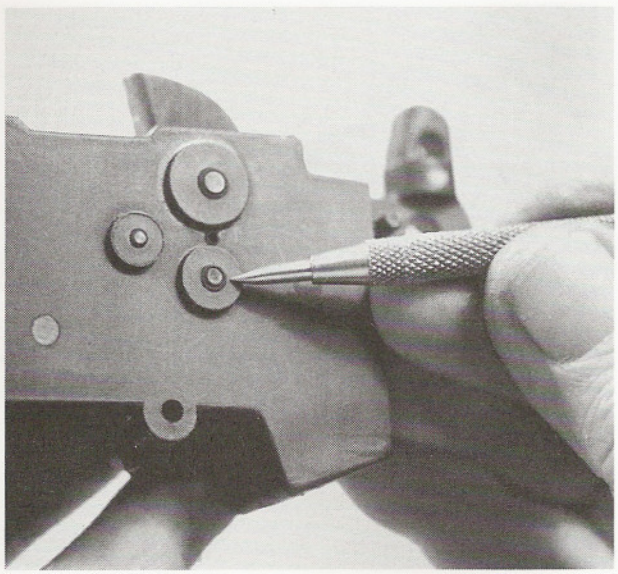


26. Unhook the trigger bar spring from its post at the rear and remove the trigger bar upward with its attached spring.

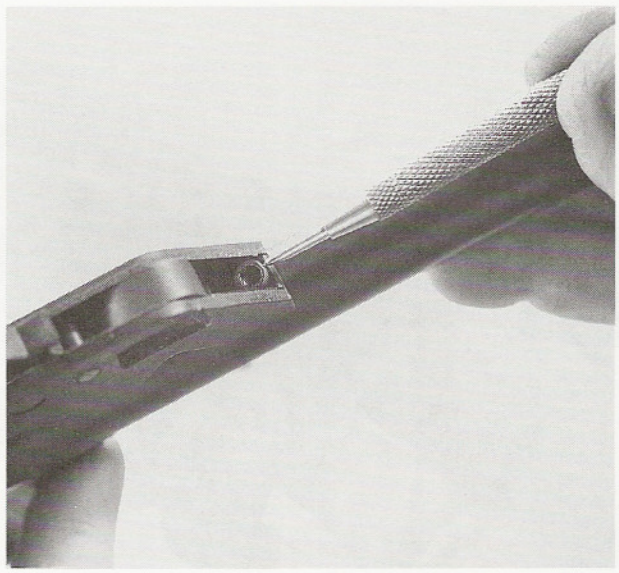


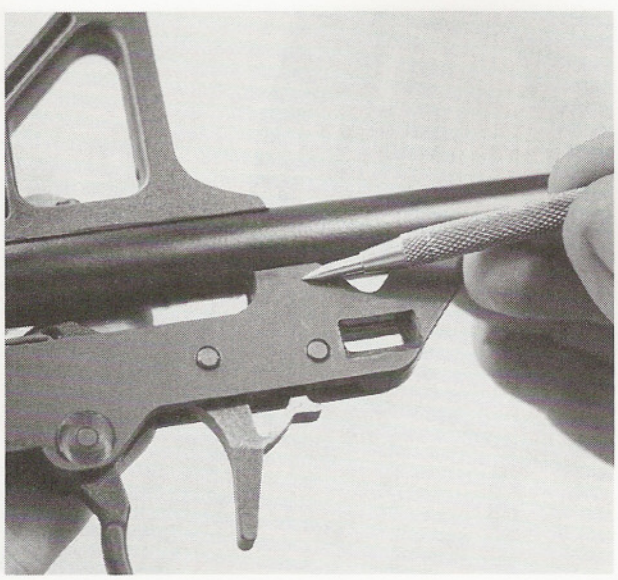
27. Note that the long arm of the sear spring bears on the lower edge of the housing, and that it must be installed this way during reassembly.

28. Drifting out this cross pin will allow removal of the sear and its spring. **Caution:** *Control the spring.* Again, all parts are still in place here. The sequence has been shown for repair-disassembly purposes.

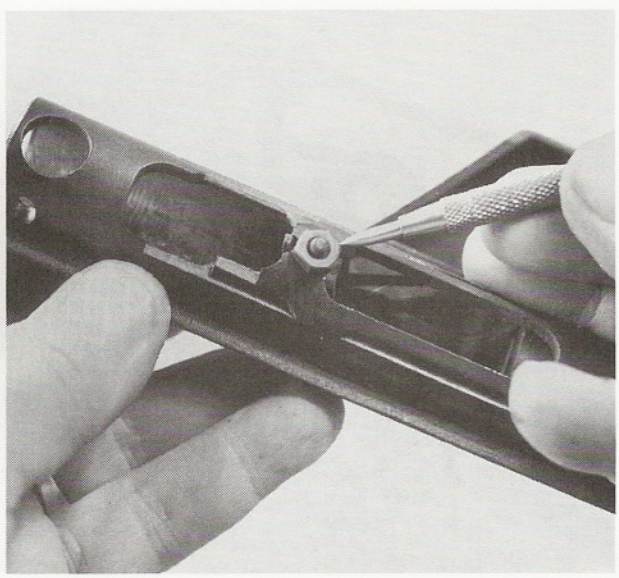


29. The trigger group is retained by two Allen screws, one visible here. As with the firing system housing, the trigger group has steel pins in a polymer housing, and it should be taken apart only for repair.





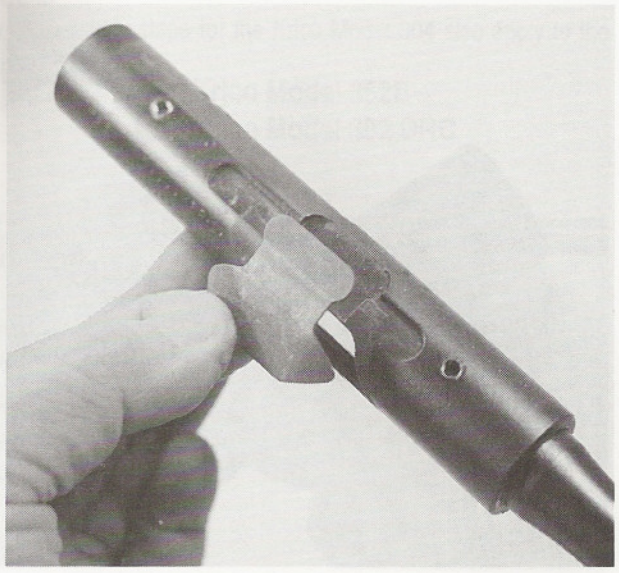
30. The other Allen screw is inside the group, at this location. For access, the safety detent pin and safety-lever pin will have to be removed. With the group removed, drifting out the trigger pin will release the trigger and trigger rod for removal.

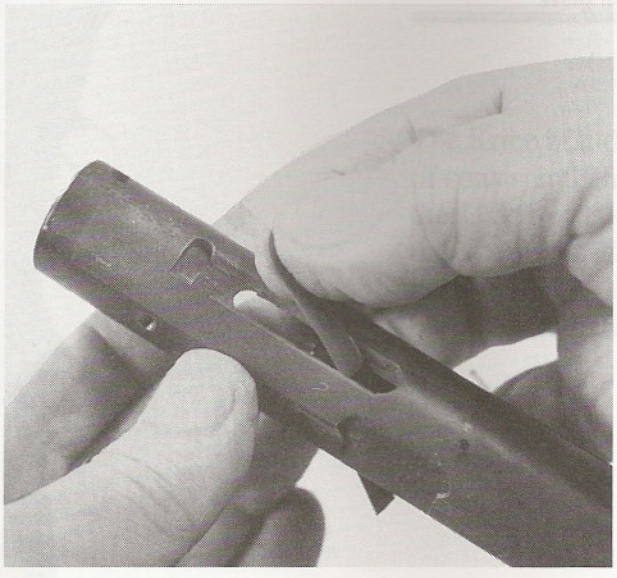


31. The combination ejector and bolt guide is retained on the underside of the receiver by a hex-nut. The part is moved inward for removal.

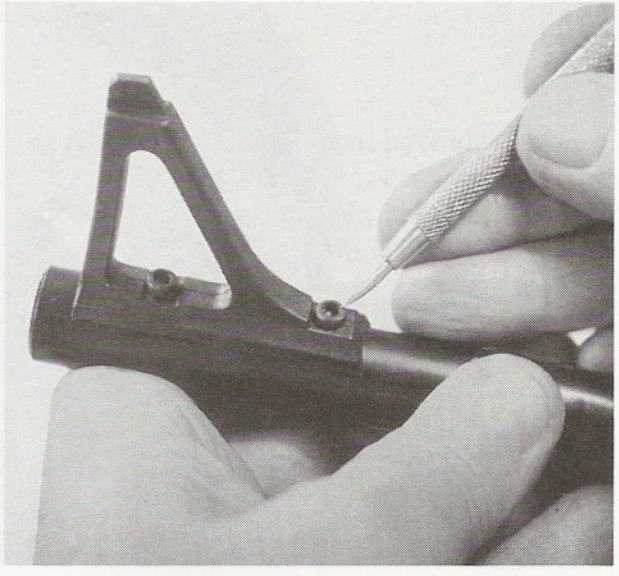
32. Removal of the two large screws on top will allow the cheekpiece and ejection port cover to be taken off upward.

33. Lift off the case deflector.





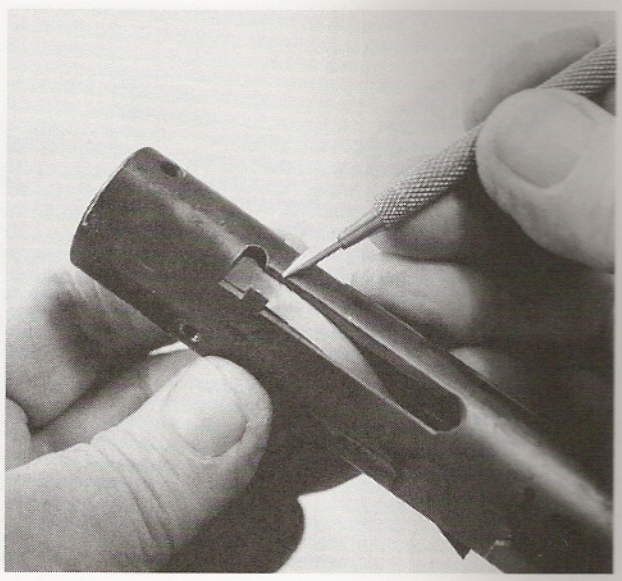
34. The sweep is now easily detached and can be removed toward the left.



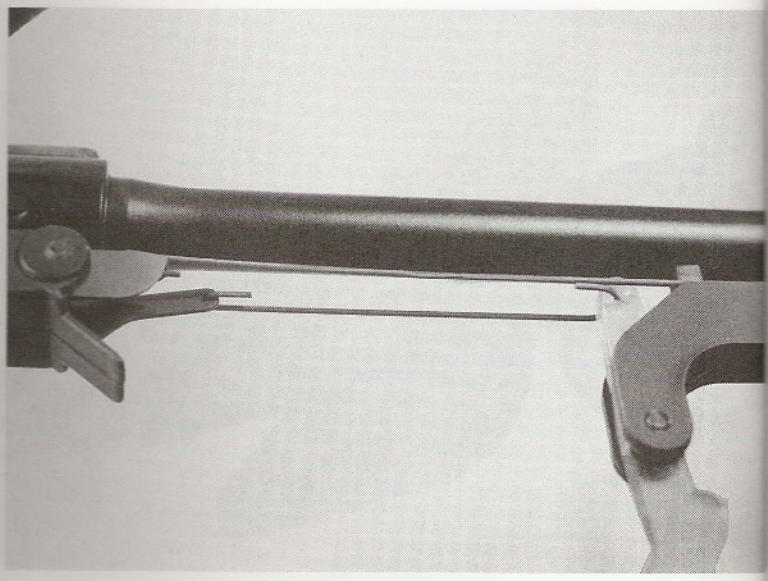
35. The front and rear sights are each retained by two Allen-type screws. The rear sight leaf is adjusted and retained by two Phillips-type screws.

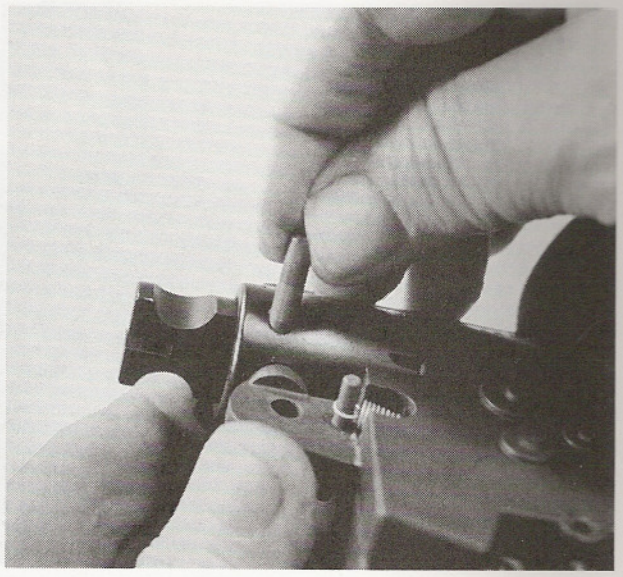
Reassembly Tips:

1. When installing the sweep, be sure its rear tip engages the recess, as shown, and that its front end protrudes from the ejection port.



2. Re-hook the trigger rod and grip safety rod to their bars in the firing system before the system housing is swung back upward into place. The proper arrangement is shown.





3. When the firing system is in place, remember to reinstall the bolt cross pin before the action is put back into the stock. Also, when the action is in place, remember to push the cocking piece guard back down into locked position.